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TELEPHONE CALLS: 

ST. JOHN, N. B., WEDNESDAY, NOVEMBER 20, 1912.

THE HOCHELAGA VICTORY.

The election of Hon. Louis Coderre in Hochelaga yesterday, over Mr. Duyon, by a majority so great that the latter has probably lost his deposit is important in more ways than one. It furnishes an answer to those who would isolate the French-Canadian in Canada and establish a dual nationality which must work to the great disadvanter of the courter of a phale. Those is no comadvantage of the country as a whole. There is no room advantage of the country as a whole. There is no room in this country for men who would give any considerable number of Canadian citizens separate ideals whether they are of French or British origin. This country can only become great through her sons of every nationality working in harmony. The country is wide. It is great in natural resources and it is prosperous. There are differences of opinion on many great questions, honest differences, but there is only one way to solve great questions, so the ties the week following the desires of the majority. and that is through following the desires of the majority. There has been an effort in this part of Canada by a few unscrupulous politicians who have been forcibly removed from proximity to the public treasure chest to make it appear that the French-Canadians who support the presstration at Ottawa desire in some myste manner to sever British connection and are using the naval question as a means to bring this about. This assertion has been made time and again. It has been made since Sir Wilfrid Laurier announced that the Liberals would not oppose Mr. Coderre, although the wily Liberal leader did not say that the reason for this action was because no Liberal as such was willing to take chances against the new Minister, whose election was certain no matter who his opponent was. The entrance of Mr. Duyon into the field at the last moment was a political trick which has worked badly for those who transcall the The applied Nationality. framed it. The so-called Nationalist cause has been slowly dying in Quebec for years. The result of yesterday's balloting in Hochelaga is a body blow in a vital spot which will hurry its dissolution and bring about its complete downfall. The returns show that the French; Canadians as a class are not opposed to Canada assisting Great Britain to maintain her standing as the greatest naval power in the world, and have no desire to isolate themselves from Canadians of British origin, but are as anxious to maintain the dignity of the Dominion as are Canadians of other nationalities.

THE MARKET AND THE COST OF LIVING.

When the charter of the City of St. John was drawn When the charter of the City of Set. John was made for a municipal market. From the very outset St. John had a public market. Originally the market stood in the square at the foot of King street, and the building in which it was located served for the gentlement of the street of the square at the square at the street of the square that the building in which it was located served for the gentlement of the square square markets. eral civic purposes of the city. There were also markets in other parts of the city, notably in Lower Cove, at the

Haymarket Square was originally a wood market and for years was a profitable asset of the corporation. Later the fish market was established on Water street at the foot of Duke street, and the country market occupied the site of the present market building, or rather a portion of had a revenue of somewhere about \$4,500 annually above

In the early days of the city, before the construction of the Suspension bridge, the market on the West Side was a formidable rival of the East Side markets, but gradually its trade fell away. About thirty-five years ago sheds were constructed on the Market Place, Carleton, for public market but it lacked patronage and the sheds Such is an outline of the his-

ed by civic officials as at present.

So important was the existence of the market thought to be to the city at large that the Mayor was not only Chief Magistrate but under the charter was the conservator of the harbor and clerk of the market. There was no salary attached to either office, and the duties were performed by the Harbor Master, in one instance, and the Deputy Clerk of the Market in the other.

Deputy Clerk of the Market in the other.

These things are mentioned to show what importance the founders of the city attached to the market as a civic institution. The market had two reasons for its existence; first, to give a revenue to the city, and second, to furnish an opportunity for the citizens to purchase their supplies at first hand and avoid the middleman's profit.

In the early days, and down to recent years, the market clearly the ways are not of the most popular.

ket fulfilled its purpose and was one of the most popular institutions in the city. The same cannot be said of it

The erection of the present building had much to do with making the market unpopular with farmers. Formerly they drove their loads of produce under a shed and retailed from the tail of their wagons. There was no provision in the new building for this and as the years passed the market sradually passed into the control of traders, and a lesser number of farmers brought their produce into the market building to be sold direct to the consumer. Those who do, fall chiefly into the hands of the "forestaller." Thus is the chief purpose of the market as a municipal institution defeated.

Within the past few months there has been an awakening of the people to the fact that the market, as at present, and for many years past, has been administered more in the interests of a privileged few than for the benefit of the whole people. The present building and its site is worth at least a quarter of a million of dollars, yet, notwithstanding that no taxation either for municipal or water purposes is levied on the property, it barely pays running expenses and the sinking fund for its debt is entirely inadeques.

running expenses and the sinking fund for its debt is entirely inadequate.

During all the years of its existence it has been a source of expense to the taxpayers to the extent of about \$15,000 annually. During the past three years the assessment formerly levied annually has been abandoned and, by increasing rentals, enough has been earned to meet the running expenses; and there are well-founded rumors that a determined effort is to be made to place the property on a proper financial basis. In the hands of a private individual the market revenues would be doubled.

Apart from this aspect of the case the market at present completely fails to bring the producer and consumer together. It would be quite within proper action for the commissioner having charge of the market to make in

ducements to the farmers near the city to make more extensive use of the market, and also to make an effort to induce the people of the city to purchase more freely from the farmers bringing their produce to the market than they do at present

Through co-operation between the farmers and the heads of families the cost of living would be reduced and the farmer obtain more for his produce. To meet changed conditions and to prevent forestalling and at the same time meet changed business conditions, there should be a wholesale market established where the farmer who desires a quick sale of his produce could meet the dealer who wants to buy, for the purpose of seiling again.

No question of civic economy is of greater importance than the solution of the market problem. Commissioner McLellan has taken it up and should have the assistance not only of his fellow commissioners but also of the best class of citizens in solving it. The cost of living has vastly increased and while the proper solution of the market question does not altogether solve the other

he market question does not altogether solve the other t will have a beneficial effect and will have an important aring in cutting down the cost of a good dinner.

CANADIAN PORTS FOR CANADIAN TRADE.

The row between the officials of the Grand Trun rallway system and the Governor and Legislature Rhode Island over the deal which the Canadian railre Rhode Island over the deal which the Canadian railroad has made with the New York, New Haven and Hartford railway, by which the construction of an independent line of railway to give the Grand Trunk system an outlet at Boston and Providence, is attracting attention in Western Canada. The abandonment of its own line by the Grand Trunk is there regarded as an evidence that an outlet for its growing export trade will be sought through Canadian rather than American ports. The Toronto World is rather severe in its criticisms of the methods employed by the Grand Trunk, and warns the people of Canada to keep the Grand Trunk, and warns the people of Canada to kee a watchful eye on its future actions so far as its use o Canadian ports are concerned. The World says:

"Canada is not concerned with the present griev-ances of the New England States except in their bearing upon the general transportation situation and the light they throw on the policy and methods of the Grand Trunk Railroad Company. Here is a Can-Grand Trunk Railroad Company. Here is a Canadian public service company, directed from England, and under solemn pledge that it is to assist Canadian development by preferring Canadian outlets for Canadian products. It seeks for years to obtain a footing in Rhode Island and Massachusetts, enlists public opinion in favor of its application for legislative authority to construct its own lines, makes lavish promises that real competition will break down the transportation monopoly held by the New Haven road and encourages the appropriation of large sums by the New England States for harbor improvements. Its object accomplished and conimprovements. Its object accomplished and con-struction begun, the New Haven interests change their front and enter upon negotiations for a traffic agreement. And the Grand Trunk promptly throws its New England friends overboard."

The Toronto Mail of the same date is less harsh in its criticisms and apparently hopes that the action of the Grand Trunk will be beneficial to Canada. The Mail

whatever the merits of the dispute may be, the people of this country will not feel aggrieved if the Hays policy of extension to ocean terminal points on the New England coast is given up. They would much prefer that the Grand Trunk confine its developments as far as possible to Canada, and give the preference to the Canadian ocean ports of its system. If President Chamberlin is more partial to Canada than Mr. Hays was, the Canadian people will be well pleased, and there is reason to believe that, in the long run, the financial results will be more satisfactory for the Grand Trunk and the Grand Trunk Paccific."

Eastern Canada, and particularly St. John, has built such on the benefits that would follow the completion of fish market was established on Water street at the for Duke street, and the country market occupied the of the present market building, or rather a portion of This was the most profitable of the circ markets and a revenue of somewhere about \$4,500 annually above enses.

In the early days of the city, before the construction in the penetral that would follow the completion of the form of the Grand Trunk Pacific. No one in this part of the country ever regarded the competition of any port on Long Island Sound as of consequence, but the fact that one of Canada's great trunk railroads was seeking an outlet in this direction had a disturbing influence. As yet outsiders know little of the deal that has been made by the two railroads interested, but any deal is much better for Canada than the construction by a Canadian railway of an

never been questioned. Its assertion last night that the amendment tacked onto Mr. Borden's good roads meatory of public markets in this city.

When the present market building was constructed in the early seventies the country market was an important civic institution regarded with greater interest than the ferry, which at that time was under lease and not operationally and the control of the late of the lat Baron Munchausen. It was our own Senator King who moved this amendment in the hope that it would injure Mr. Borden and his colleagues. The Senator from Queens has always been a political blunderer and he found it out in the last local ejection, when he tried to defend his act before the people of Queens. The Conservatives have always stood for good roads and the Province of New Brunswick would have been in the enjoyment of much better roads if the Liberal Government which controlled its destinies had been defeated ten years before it was. years before it was.

## Current Comment

The Waste of III-Health.
(Toronto Globe.)

Some idea of the waste of human energy through defective health conditions may be obtained from the results worked out by statistics for the United States. They have proved that the total loss to the community is at least one billion dollars a year, divided almost equally between loss of wages on the one hand, and medical and other expenses due to ill-health on the other. A very large proportion of this loss is preventible—apparently not less than one-third.

A Dangerous Practice.
(Vancouver Province.)
Ottawa proposes to prohibit children being carried on bicycles. Several accidents have recently resulted from the dangerous practice. Winnipeg and Montreal already have laws against this form of locomotion.

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